



**BICYCLE/PEDESTRIAN ADVISORY
COMMITTEE**

AGENDA

REGULAR MEETING – WEDNESDAY, SEPTEMBER 26, 2018
PLAZA CONFERENCE ROOM AT CITY HALL – 500 CASTRO STREET
6:30 P.M.

1. CALL TO ORDER

- 2. ROLL CALL**—Committee members Kalyanaraman Shankari, Theron Tock, Greg Unangst, Vice Chairperson Marc Roddin, and Chairperson Valerie Fenwick.

3. ORAL COMMUNICATIONS FROM THE PUBLIC

This portion of the meeting is reserved for persons wishing to address the Committee on any matter not on the agenda. Speakers are limited to three minutes. State law prohibits the Committee from acting on nonagenda items.

4. MINUTES APPROVAL

Minutes for the June 27, 2018 meeting have been delivered to Committee members and copies posted on the City Hall bulletin board. If there are no corrections or additions, a motion is in order to approve these minutes.

5. UNFINISHED BUSINESS—None.

6. NEW BUSINESS

6.1 BICYCLES AND TRANSPORTATION DEVICES

Overview:

Staff will provide a regulatory framework for the proposed update and rewriting of Mountain View City Code (MVCC) Article VI of Chapter 19, related to bicycles and transportation devices (TDs).

Recommendation:

Review and provide feedback on the proposed regulatory framework for the update of Municipal Code Chapter 19 Article VI, "Bicycles, Roller Skates, Coasters, and Electric Personal Assistive Mobility Devices."

6.2 VISION ZERO POLICY

Overview:

Staff will provide findings of initial analysis, a proposed Vision Zero policy, and a proposed programmatic approach for achieving Vision Zero goals.

Recommendation:

Review and provide input on proposed Vision Zero policy and related initial research and analysis.

6.3 FISCAL YEAR 2018-19 BICYCLE/PEDESTRIAN ADVISORY COMMITTEE WORK PLAN

Overview:

The Committee will review the Fiscal Year 2018-19 Bicycle/Pedestrian Advisory Committee (B/PAC) Work Plan and provide updates on their recent activities.

Recommendation:

Provide input on the B/PAC Fiscal Year 2018-19 Work Plan.

6.4 VALLEY TRANSPORTATION AUTHORITY BICYCLE & PEDESTRIAN ADVISORY COMMITTEE UPDATE

Overview:

The Committee will receive a report from the Valley Transportation Authority (VTA) Bicycle & Pedestrian Advisory Committee (BPAC) representative on the VTA BPAC agenda items.

Recommendation:

Comment on the VTA BPAC agenda items.

7. COMMITTEE/STAFF COMMENTS, QUESTIONS, AND REPORTS

No action will be taken on any questions raised by the Committee at this time.

7.1 STAFF COMMENTS

7.2 COMMITTEE COMMENTS

8. SET DATE AND TIME FOR NEXT MEETING

Wednesday, October 24, 2018 B/PAC Meeting at 6:30 p.m.

9. CALENDAR

Wednesday, November 28, 2018 B/PAC Meeting at 6:30 p.m.

Wednesday, January 30, 2019 B/PAC Meeting at 6:30 p.m.

Wednesday, February 27, 2019 B/PAC Meeting at 6:30 p.m.

Wednesday, March 27, 2019 B/PAC Meeting at 6:30 p.m.

10. ADJOURNMENT

RL/1/PWK
947-09-26-18A

AGENDAS FOR BOARDS, COMMISSIONS, AND COMMITTEES

- The specific location of each meeting is noted on the notice and agenda for each meeting which is posted at least 72 hours in advance of the meeting. Special meetings may be called as necessary by the Committee Chair and noticed at least 24 hours in advance of the meeting.
- Questions and comments regarding the agenda may be directed to the Public Works Department at 650-903-6311.
- Interested persons may review the agenda and staff reports at <http://laserfiche.mountainview.gov/Weblink/Browse.aspx?startid=28815> and the Public Works Department counter beginning at 5:00 p.m. the Friday evening before each regular meeting. Staff reports are also available during each meeting.
- **SPECIAL NOTICE – Reference: Americans with Disabilities Act, 1990**
Anyone who is planning to attend a meeting who is visually or hearing-impaired or has any disability that needs special assistance should call the Public Works Department at 650-903-6311 48 hours in advance of the meeting to arrange for assistance. Upon request by a person with a disability, agendas and writings distributed during the meeting that are public records will be made available in the appropriate alternative format.
- The Board, Commission, or Committee may take action on any matter noticed herein in any manner deemed appropriate by the Board, Commission, or Committee. Their consideration of the matters noticed herein is not limited by the recommendations indicated herein.
- **SPECIAL NOTICE –**Any writings or documents provided to a majority of the Bicycle/Pedestrian Advisory Committee regarding any item on this agenda will be made available for public inspection in the Public Works Department, located at 500 Castro Street, during normal business hours and at the meeting location noted on the agenda during the meeting.

ADDRESSING THE BOARD, COMMISSION, OR COMMITTEE

- Interested persons are entitled to speak on any item on the agenda and should make their interest known to the Chair.
- Anyone wishing to address the Board, Commission, or Committee on a nonagenda item may do so during the “Oral Communications” part of the agenda. Speakers are allowed to speak one time on any number of topics for up to three minutes.



DRAFT

**BICYCLE/PEDESTRIAN ADVISORY
COMMITTEE**

MINUTES

REGULAR MEETING – WEDNESDAY, JUNE 27, 2018
PLAZA CONFERENCE ROOM AT CITY HALL – 500 CASTRO STREET
6:30 P.M.

1. CALL TO ORDER

Vice Chair Marc Roddin called the meeting to order at 6:32 p.m.

2. ROLL CALL

Members Present: Committee members Theron Tock, Greg Unangst, and Vice Chairperson Marc Roddin. Chairperson Valerie Fenwick arrived at 6:35 p.m.

Members Absent: Committee member Kalyanaraman Shankari.

Staff Members Present: Nate Baird, Transportation Planner; Ria Hutabarat Lo, Transportation Manager; Dawn Cameron, Assistant Public Works Director; Lieutenant Saul Jaeger, Mountain View Police Department (MVPD); and Kelly Knauer, MVPD Crime Analyst.

Public Present: Four members of the public were present.

3. ORAL COMMUNICATIONS FROM THE PUBLIC

Patrick Moore shared some pictures he recently took in Boston of raised crosswalks, bike boxes, and other bicycle/pedestrian infrastructure.

4. MINUTES APPROVAL

Motion—M/S Unangst/Roddin—Carried 4-0-1; Shankari absent—To approve the minutes of the April 25, 2018 meeting.

5. UNFINISHED BUSINESS—None.

6. NEW BUSINESS

6.1 COLLISION DATA UPDATE

Lieutenant Saul Jaeger introduced the Police Department's new Crime Analyst, Kelly Knauer. Ms. Knauer provided an overview of the vehicle, bicycle, and pedestrian collision data that will now be available on the City website at https://www.mountainview.gov/depts/pw/transport/gettingaround/collisions_involving_pedestrians_and_bicyclists.asp. Maps will also be included.

Public Comment:

Patrick Moore requested that the B/PAC not focus on who is at fault with collisions. He urged collision reduction overall as more important to focus on. He also requested that a collision be graphed by time of day, to give more context to collision patterns in Mountain View.

John Kirkland requested more information regarding dooring, especially how often it occurs, and notation of whether the vehicle involved was parked or moving in the lane (passengers exiting).

Committee Comment:

Committee members noted that it would be useful to see all collision data in addition to bicycle/pedestrian data, and near-miss information as well. The Committee also suggested the information be provided in formats that can be manipulated, for example, CSV instead of PDF.

6.2 DRAFT FISCAL YEAR 2018-19 BICYCLE/PEDESTRIAN ADVISORY COMMITTEE WORK PLAN

A proposed draft Fiscal Year 2017-18 B/PAC Work Plan was presented, along with updates on recent and upcoming activities. The Committee generally concurred with the proposed Work Plan.

6.3 BICYCLES AND TRANSPORTATION DEVICES ORDINANCE PROCESS UPDATE

Staff provided an update on the outreach processes for rewriting Mountain View City Code Chapter 19, Article VI, related to bicycles and transportation devices.

Committee Comments

Committee members recommended segregating devices by speed in terms of street and sidewalk use. Members also supported keeping devices and bikes off sidewalks along Castro Street. B/PAC members requested clarity on how potential pedestrian plaza areas would be treated and suggested that if age is addressed, the threshold should be 14 years old (middle school).

Public Comments

Patrick Moore said that the community should give guidance on how enforcement occurs and that consideration should be given to the potential harm to others. Additionally, e-bikes should be encouraged.

6.4 VALLEY TRANSPORTATION AUTHORITY BICYCLE & PEDESTRIAN ADVISORY COMMITTEE UPDATE

Committee member Unangst gave an update on VTA's work on establishing guidelines for the coming Measure B competitive grant program.

7. COMMITTEE/STAFF COMMENTS, QUESTIONS, AND REPORTS

7.1 STAFF COMMENTS

Staff reported seven *Ask Mountain View* requests in May and 11 in June. Brief project updates included notice that the Shoreline/101 bike/pedestrian bridge project would be going into the design phase soon. The Castro Street Bikeway Feasibility Study Request for Proposals (RFP) and Downtown Lighting Study RFP have been released. A Safe Routes to School RFP is being developed for release.

7.2 COMMITTEE COMMENTS

Committee member Unangst commented on the recent opening of the Rock Street-to-Middlefield Road extension of the Permanente Creek Trail and noted that there is a Colony Street CIP project to connect to the Permanente Creek Trail. Committee member Tock participated in the local school event Bike It, and also recently visited Seattle, observing dockless bike share while there.

8. SET DATE AND TIME FOR NEXT MEETING

Wednesday, August 29, 2018 B/PAC Meeting at 6:30 p.m.
(*Subsequently cancelled.*)

9. CALENDAR

Wednesday, September 26, 2018 B/PAC Meeting at 6:30 p.m.
Wednesday, October 24, 2018 B/PAC Meeting at 6:30 p.m.
Wednesday, November 28, 2018 B/PAC Meeting at 6:30 p.m.
Wednesday, January 30, 2019 B/PAC Meeting at 6:30 p.m.
Wednesday, February 27, 2019 B/PAC Meeting at 6:30 p.m.
Wednesday, March 27, 2019 B/PAC Meeting at 6:30 p.m.

10. ADJOURNMENT

The meeting was adjourned at 9:22 p.m.

RL/3/PWK
947-06-27-18mn



CITY OF MOUNTAIN VIEW

MEMORANDUM

Public Works Department

DATE: September 26, 2018

TO: Bicycle/Pedestrian Advisory Committee

FROM: Ria Hutabarat Lo, Transportation Manager

SUBJECT: Municipal Code Proposed Regulatory Framework

RECOMMENDATION

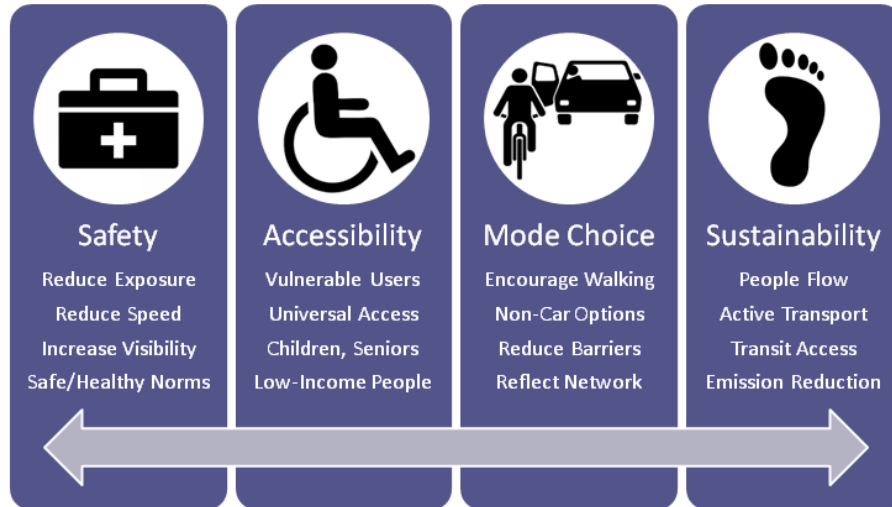
Review and provide feedback on the proposed regulatory framework for the update of Municipal Code Chapter 19, Article VI, "Bicycles, Roller Skates, Coasters, and Electric Personal Assistive Mobility Devices."

BACKGROUND

At the September 5, 2017 City Council meeting, staff presented recommendations for "cleanup" amendments to Article VI of Chapter 19 of the Mountain View City Code (MVCC) related to using bicycles, electric personal assistive mobility devices (EPAMDs), motorized and electric boards, and other transportation devices on City sidewalks. The City Council, in lieu of introducing the proposed ordinance recommended by staff, directed staff to work on a larger rewrite of the regulations related to using bicycles and transportation devices on City sidewalks and streets, when allowed by the California Vehicle Code (CVC). Council directed staff to approach the topic more comprehensively in order to arrive at understandable and sensible rules that better took into account the Mountain View context, working closely with the Bicycle/Pedestrian Advisory Committee (B/PAC) and other stakeholders.

On September 27, 2017, staff presented a work plan for updating the municipal ordinance on bicycles and transportation devices to the B/PAC. Staff subsequently conducted analysis, internal consultation, and community engagement activities, including a B/PAC input session on March 5, 2018 and a community workshop held on May 17, 2018.

Based on this work, staff presented four suggested goals for the Municipal Code update at the B/PAC meeting on June 27, 2018, as shown below:



The B/PAC members generally supported the proposed priorities of ensuring safe pedestrian access on sidewalks and facilitating safe use of bicycles and transportation devices on-street. The B/PAC suggested segregating devices by speed, and prohibiting bikes and transportation devices from riding on sidewalks along Castro Street, with exceptions for children under 14 years of age. B/PAC members also requested clarity on how the regulation of devices would apply to streets that are converted into pedestrian plazas.

Regulatory Context

The CVC regulates traffic control on streets and highways in California, which includes pedestrian, vehicular, and other conveyance traffic such as bicycles. Cities and other local jurisdictions, such as the City of Mountain View, may only regulate traffic control where expressly authorized under the CVC. If State law is silent as to the operation of a particular device on the street or sidewalk, and does not authorize the local agency to enact regulations, the City cannot enact regulations.

Attachment 1 presents the classification and definitions of devices under the CVC, images of the devices, and the level to which the City can regulate these devices. Listed below are the types of devices the City may regulate for use on City streets and/or sidewalks:

- Bicycles (standard and electric)—The City may regulate use on sidewalks and in crosswalks. CVC regulates use and operational requirements for use on streets, including:

Bicycles must have lights and reflectors during darkness, users must ride close to right-hand edge or within the bike lane, and users under 18 years old must wear helmets.

- Electric personal assistive mobility devices (EPAMDs)—The City may prohibit or restrict use on streets and/or sidewalks. If the City does not prohibit EPAMDs, the following CVC operational requirements apply, including:

EPAMD must have lights and reflectors during darkness, users must operate at a speed that is reasonable, prudent, does not endanger safety of people or property, and must yield to pedestrians, including people with disabilities.

- Roller skates (human-powered only)—The City may regulate use on streets and/or sidewalks. CVC requires users under 18 years old to wear helmets.
- Skateboards (human-powered only)—The City may prohibit or restrict use on streets and/or sidewalks. CVC requires users under 18 years old to wear helmets.
- Electrically motorized boards—The City may prohibit or restrict use on streets and/or sidewalks. If the City does not prohibit these devices, the following CVC operational requirements apply, including:

Electrically motorized boards must have specified lights and reflectors during darkness, users must be 16 years old or older, must wear a helmet, may not operate a speeds in excess of 15 mph, may only operate on roads with a speed limit of 35 mph or less unless operating entirely within a Class II or IV bikeway,¹ and must operate at a speed that is reasonable, prudent, and does not endanger safety of people or property.

- Motorized scooters—The City may regulate the operation on streets as long as the regulations are not in conflict with CVC operational requirements. CVC prohibits

¹ Class II bikeways are bike lanes and Class IV bikeways are protected or separated bicycle facilities.

riding motorized scooters on sidewalks. CVC operational requirements for use on streets include:

Motorized scooters must have specified lights and reflectors during darkness, users must have a valid driver's license, must wear a helmet, may not carry passengers, and may only operate on roads with a speed limit of 25 mph or less unless operating within a Class II bike lane and shall ride within a Class II bike lane when available with limited exception. (If adopted, under AB 2989, the City could authorize operation along roads with a speed limit up to 35 mph unless operated within a Class II or IV bikeway.)²

ANALYSIS

For the transportation devices that the City is permitted to regulate, staff is proposing a regulatory framework that reflects input from the community and B/PAC on goals and priorities of safe and accessible pedestrian conditions, encouraging mode shift and sustainability, and facilitating safe use of bicycles and devices. The regulatory framework also incorporates interdepartmental input relating to public safety, traffic, economic development, legality, and accessibility. Key objectives for the proposed regulatory framework are to make it simple to understand and to take a consistent approach for all devices to the extent the CVC allows consistency. The proposed regulatory framework is shown in Table 1.

For sidewalks, the proposed regulatory framework allows for sidewalk riding by bicycles and those transportation devices that the City has authority to regulate, subject to the condition that riders operate at a reasonable walking pace and yield to pedestrians. The Council may prohibit riding bicycles and transportation devices on certain sidewalks (such as along Castro Street), with an exception provided for children under 14 years of age. For oversized devices such as conference bikes and bike-car hybrids, sidewalk riding would be prohibited.

For streets, the proposed regulations would allow riding EPAMDs and electrically motorized boards, and the CVC operational requirements would apply. Motorized scooters would also be allowed consistent with CVC requirements. The proposed regulations would restrict human-powered skates and skateboards to the same streets the CVC established for electrically motorized boards: only allowed on roads with a speed limit of 35 mph or less unless on a Class II or IV bikeway. In addition, human-powered skates and skateboard users riding on streets would be required to follow the

² AB 2989 has been passed by the State Senate and Assembly and has been sent to the Governor for signature or veto by September 30, 2018.

same CVC rules as bicycles, such as using lights and reflectors at nighttime and using a helmet if under the age of 18.

Table 1: Proposed Regulatory Framework

| PROPOSED REGULATION | RELEVANT DEVICE |
|---|--|
| Sidewalks | |
| <p>Permitted to operate on sidewalks subject to:</p> <ul style="list-style-type: none"> Operating at reasonable walking pace Yielding to pedestrians <p>Prohibited from riding on sidewalks in locations designated by Council and where signs are posted</p> <ul style="list-style-type: none"> Children under 14 excepted <p>Note:</p> <ul style="list-style-type: none"> Bicycles, Electric bicycles, EPAMDs, and electrically motorized boards to be subject to CVC requirements and restrictions | <ul style="list-style-type: none"> Bicycles Electric bicycles EPAMDs Roller skates (human-powered) Skateboards (human-powered) Electrically motorized boards |
| Not permitted to operate on sidewalks | <ul style="list-style-type: none"> Bicycles and transportation devices with a width of 3' or more (e.g., conference bikes) Bike-car hybrids |
| Streets | |
| Allowed; CVC requirements and restrictions apply | <ul style="list-style-type: none"> EPAMDs Electrically motorized boards Motorized scooters |
| Permitted to operate on streets with speed limit of 35 mph or less unless on a Class II or IV bikeway. Subject to CVC rules for bicycles. ³ | <ul style="list-style-type: none"> In-line and roller skates Skateboards |
| If AB 2989 is signed: Permitted to operate on streets with speed limit of 35 mph or less unless on a Class II or IV bikeway. | <ul style="list-style-type: none"> Motorized scooters |

³ Current bike regulations require users to use bike lane or ride to right, ride in direction of traffic, not hitch on vehicles, use lights and reflectors at night, not use earplugs in both ears, not ride under the influence, not park in an obstructive manner, yield to pedestrians in crosswalks, and not ride on freeways. People under 18 years old must use helmets.

Additional Regulations

Municipal Code Chapter 19, Article VI, “Bicycles, Roller Skates, Coasters, and Electric Personal Assistive Mobility Devices,” also includes regulations that have been superseded by the CVC or are not related to bicycle/transportation device riding on sidewalks and streets. These regulations are listed below along with staff’s recommended approach for the revised ordinance.

- **SEC. 19.52. - Method of riding upon roadways.**

The rider of any bicycle on the roadway shall ride as nearly as practicable to the right-hand curb or edge of the roadway.

Recommendation: Delete. Bike riding on roads is regulated by the CVC.

- **SEC. 19.53. - Number of persons allowed to ride upon bicycles.**

It shall be unlawful for the operator of a bicycle, when upon a public right-of-way, to carry another person upon such bicycle; provided, however, that this prohibition shall not apply to bicycles which are built for two persons to ride and propel the same.

Recommendation: Delete. Requirements for bicycles are regulated by the CVC.

- **SEC. 19.54. - Use of roller skates, in-line skates, skateboards, bicycles, and coasters in business districts or any city-owned parking structures.**

No person shall skate with roller skates or in-line roller skates, or propel any coaster-brake wagons or vehicles or skateboards or ride bicycles upon and along any sidewalk in any business district or in any city-owned parking structure, except riding a bicycle is allowed in city-owned parking structures for the limited purpose of accessing bicycle parking.

Recommendation: Regulations related to riding bicycles and other transportation devices on sidewalks are included in the new proposed regulatory framework. It is recommended to continue to restrict bicycle riding in City-owned parking structures to accessing parking only. However, in response to concerns that some bicyclists are actually riding to and from parked cars, it is recommended to delete the specific reference to bicycle parking as follows: “. . . except riding a bicycle is allowed in city-owned parking structures for the limited purpose of accessing bicycle parking.”

- **SEC. 19.55A. - Electric personal assistive mobility devices.**

(2) Any use of public roadways or thoroughfares for commercial purposes, such as tours or other similar events, shall obtain a temporary use permit (TUP) in accordance with Article 36.

Recommendation: Retain.

- **SEC. 19.56. - Authority to seize and hold bicycles, etc.**

A police officer may seize and hold any bicycle, tricycle, roller skates, coasters, or similar devices belonging to any person violating the provisions of this article for a period of thirty (30) days.

Recommendation: Amend to reflect the equivalent conditions for seizing and holding motor vehicles from motor vehicle drivers for a period of up to 30 days. These conditions include driving or riding under the influence of alcohol or drugs, and repeat offenses. In addition, add due-process provisions, including a notice and opportunity to request a hearing.

- **SEC. 19.57. - Bicycle parking spaces.**

a. The city traffic engineer is hereby authorized to designate and establish bicycle parking spaces for use at such places and during such times as he may deem suitable and necessary. The city traffic engineer may also authorize the placing of bicycle parking racks in the spaces so designated.

Recommendation: Retain.

b. When official signs or markings restricting parking to bicycles only are in place, bicycles shall be parked only in such places, and no person shall park or stand any vehicle other than a bicycle or other two-wheeled vehicle in such a space. It shall further be unlawful to park any bicycle on any sidewalk except as hereinabove specified.

Recommendation: Revise the sidewalk parking requirements to be consistent with bike share parking requirements, such as parking only in designated spaces, bicycle racks, bicycle lockers, or on paved surfaces within the furniture zone (i.e., area between the sidewalk and curb) of the public right-of-way so as not to interfere with pedestrian travel and universal access. Bike share requirements for parking in the furniture zone include leaving a 6' clear zone for pedestrians walking in the sidewalk, leaving 15' clear zone at corner pedestrian ramps, and not parking adjacent to, or within, transit zones (e.g., bus stops, except at bike racks), loading zones, disabled parking zones, street furniture that requires pedestrian access (e.g., parking pay stations), restaurant sidewalk seating areas, planting

areas, curb ramps, entryways, or driveways. Bicycles must be upright when parked.

CONCLUSION

Staff has developed a proposed regulatory framework for the update of Municipal Code Chapter 19, Article VI, "Bicycles, Roller Skates, Coasters, and Electric Personal Assistive Mobility Devices," based on input from the B/PAC and community and in compliance with the CVC. B/PAC review and feedback on the regulatory framework is requested.

NEXT STEPS







Staff will bring the proposed regulatory framework to the City Council for a Study Session on October 23, 2018.





Based on direction from the Council, staff will develop draft ordinance language to be presented to the public at a community meeting in winter 2019. Following this second round of community engagement, staff will return to the B/PAC with the draft ordinance language. Final ordinance language will be developed and is expected to be delivered to the Council in spring 2019.

RL/3/PWK
947-09-26-18M

Attachment: 1. Classification and Ability to Regulate Devices under the CVC

Attachment 1: Classification and Ability to Regulate Devices under the CVC

| Device | Sub-Category | CVC Definition | Devices Types | Can City regulate sidewalk? | Can City regulate on road? | CVC regulations |
|------------|---|---|---|-----------------------------|--------------------------------------|--|
| Bicycle | Bicycle | a device propelled exclusively by human power through a belt, chain, or gears having one or more wheels (§231) | Bicycle, Unicycle, Tricycle, Rowing bike, Recumbent bike, Bike buggy, Conference bike  | Yes (§21100h, §21206) | No, except as noted (§21200 et seq.) | Permitted on road and subject to CVC rules for vehicle drivers. Bicycle must have lights and reflectors during darkness. User operating at less than normal traffic speed must ride close to right-hand edge or within the bike lane. Users under 18 years must wear helmet. City may regulate sidewalk riding and bikes in crosswalks (§21100h, 21650g). City may prohibit or restrict use of expressways and freeways (§21960) |
| | Electric bicycle | a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts (§312.5) | Class 1: pedal-assist to 20 mph, Class 2: throttle-assist to 20 mph, Class 3: pedal-assist to 28 mph, Bike-car hybrid  | Yes (21200 et seq., 21206) | No (§21200 et seq., §312.5) | Permitted on road and subject to CVC rules for vehicle drivers and bicycles. People under 16 years may not operate a class 3 electric bicycle. |
| Pedestrian | Afoot | a person who is afoot (§467) | Afoot, wheel-chair, or stroller | No | No except as noted | City can prohibit jaywalking; and prohibit or restrict use of expressways and freeways (restrictions apply) (§21960, §21961) |
| | Electric personal assistive mobility device (EPAMD) | a self-balancing, non-tandem 2-wheeled device, up to 20" deep and 25" wide, able to turn in place, designed to transport only one person, electric propulsion system less than 750 watts, with max speed of 12.5 mph (§313, §467) | Two-wheeled self-balancing scooter  | Yes ⁱ (§21282) | Yes ⁱ (§21282) | Operational and equipment requirements: EPAMD must have specified lights and reflectors during darkness; user must operate at a speed that is reasonable, prudent, does not endanger safety of people or property, and must yield to pedestrians including people with disabilities (§ 21281, §21281.5). |
| | Human-powered non-bike device | a person who is using a means of conveyance propelled by human power other than a bicycle (§467) | Human powered scooter, coaster, canine scooter, toy vehicle  | No | No except as noted | City can prohibit jaywalking; and prohibit or restrict use of expressways and freeways (restrictions apply) (§21960, §21961). Human-powered scooter users under 18 years must wear helmet (§21212(a)). |
| | | | Roller skates (not defined)  | Yes (§21969) | Yes (§21969) | Users of in-line and roller skates who are under 18 years must wear helmet (§21212(a)). |
| | | | Skateboard (not defined)  | Yes (§21967) | Yes (§21967) | City can prohibit or restrict riding on sidewalks and roads. Users under 18 years must wear helmet (§21212(a)) |

| Device | Sub-Category | CVC Definition | Devices Types | Can City regulate sidewalk? | Can City regulate on road? | CVC regulations |
|-------------------------------------|------------------------------|--|---|------------------------------|------------------------------|---|
| Electric and Motorized Board | Electrically motorized board | any wheeled device with a floorboard to be stood upon, not greater than 60” deep and 18” wide, designed to transport only one person, with an electric propulsion less than 1,000 watts, propulsion max speed of 20 mph (§313.5) | Electric skateboard, Electric single wheel skateboard  | Yes ⁱ (§21967) | Yes ⁱ (§21967) | City can prohibit or restrict riding on sidewalks and roads. Operational requirements apply: Boards must have specified lights and reflectors during darkness; user must be 16 years or older, must wear a helmet, may not operate at speeds in excess of 15 mph, may only operate on roads with speed limit of 35 mph or less unless entirely within a Class II or IV bikeway, and must operate at a speed that is reasonable, prudent and does not endanger safety of people or property (§21290 et seq.) |
| | Motorized skateboard | | Not defined  | No (§21968) | No (§21968) | Not permitted on sidewalk, bikeways, trails or road (§21968) |
| Motorized Scooter | | Any two-wheeled device with handlebars, a floorboard designed to stood upon, powered by electric motor (§407.5) | Motor-scooter, E-scooter  | No (§21235g) | Yes ⁱ (§21225) | Prohibited on sidewalks. Operational requirements apply for use on roads and local regulations cannot conflict with CVC: Motorized scooters must have specified lights and reflectors during darkness; user must have a valid driver’s license, must wear a helmet, may not carry passengers, may only operate on roads with a speed limit of 25mph or less unless within a Class II bike lane (§21220 et seq.). ⁱⁱ |
| Other | | | Single wheel electric transporter, laterally propelled hub-less skates, electric roller skates  | No | No | |

ⁱ CVC generally defines operational requirements if City allows the use of this device and City’s regulations cannot conflict with these operational requirements.

ⁱⁱ AB 2989 currently proposes a 15 mph speed limit, helmets only for people under 18, and authorizes cities to allow operation on roads with a speed limit 35mph or less unless within a Class II or IV bikeway.



CITY OF MOUNTAIN VIEW

MEMORANDUM

Public Works Department

DATE: September 26, 2018

TO: Bicycle/Pedestrian Advisory Committee

FROM: Nate Baird, Transportation Planner
Ria Hutabarat Lo, Transportation Manager
Dawn S. Cameron, Assistant Public Works Director

SUBJECT: Vision Zero Policy and Program

RECOMMENDATION

Review and provide input on the proposed Vision Zero policy and related initial research and analysis.

BACKGROUND

On April 18, 2017, the Mountain View City Council identified the adoption and implementation of a Vision Zero policy/program as a Council priority for Fiscal Years 2017-18 and 2018-19 (Council Goal 3.3). The safe accommodation of all modes and people of all abilities is also repeatedly emphasized in the City's 2030 General Plan mobility-related goals regarding complete streets, accessibility, walkability, bikeability, transit, and safe routes to school.¹

Vision Zero is an integrated set of policies, plans, programs, and approaches based on the philosophy that every traffic collision that takes a life is unacceptable, and all traffic collision-related fatalities are preventable. Vision Zero was pioneered by Sweden when the country adopted its Vision Zero policy in 1997. Based on this policy, the Swedish government analyzed where traffic collisions were occurring and how they could be prevented or made less severe through cross-disciplinary efforts. These efforts have had dramatic results. Traffic collision-related fatalities, which had been consistently increasing since the 1940s, dropped from more than seven per 100,000 people in 1997 to

¹ City of Mountain View 2030 General Plan Goals MOB-1 through MOB-6
<https://www.mountainview.gov/civicax/filebank/blobdload.aspx?blobid=10702>

less than three per 100,000 people in 2015.² By comparison, in 2016, the United States had a rate of 11.6 traffic collision fatalities per 100,000 people.³

Inspired by the Swedish results, local, regional, and national government agencies across the world have adopted Vision Zero policies and programs of their own. The Vision Zero Network—an organization of U.S. cities—has taken up the cause of bringing the Vision Zero approach to the United States. Locally, the Silicon Valley Bicycle Coalition and California Walks have produced a “Vision Zero Toolkit” for government agencies in Santa Clara and San Mateo Counties. These sources recommend the following components for policy/plan adoption:

- A clear goal to eliminate traffic fatalities and severe injuries;
- A public commitment to Vision Zero by elected officials;
- An adopted Action Plan;
- Engagement of multiple key departments (including traffic, police, and health);
- Community engagement (including residents and local community groups); and
- Ongoing evaluation of results.

Staff is initiating the Vision Zero process for Mountain View with a presentation of preliminary research findings and introduction of a Draft Vision Zero Policy for consideration by B/PAC and City Council. A Vision Zero Policy adopted by Council will achieve the first two bullets listed above by including a clear goal and a public commitment by elected officials.

After the Vision Zero Policy is adopted, a Vision Zero Action Plan will be developed. The actions included in such a plan typically relate to what are known as the 7Es, which categorize the various tools we have for making change: Engineering, Education, Enforcement, Evaluation, Encouragement, Engagement, and Equity. A Vision Zero Action Plan for Mountain View would likely include elements or tools from all 7Es.

² World Resources Institute (2018) Sustainable and Safe: A Vision and Guidance for Zero Road Deaths. https://wriorg.s3.amazonaws.com/s3fs-public/17_Report_Safe_Systems_final.pdf accessed 9/18/2018.

³ National Highway Transportation Safety Administration (NHTSA) as cited by the Insurance Institute for Highway Safety and Highway Loss Data Institute. <https://www.iihs.org/iihs/topics/t/general-statistics/fatalityfacts/state-by-state-overview> accessed 9/18/2018.

PRELIMINARY ANALYSIS

In the United States, Vision Zero efforts have been led by large cities like New York, Chicago, San Francisco, and Los Angeles, which made progress by focusing on interdepartmental coordination and data-based decision-making processes. These focus areas enabled the cities to achieve better communication across large, isolated bureaucratic silos while also prioritizing limited resources toward achieving Vision Zero goals. While these efforts provide many lessons for other jurisdictions, large cities operate in a different context than smaller suburban settings like Mountain View.

To assist deliberations on a potential Vision Zero policy in Mountain View, staff conducted preliminary analysis of fatal and severe-injury collisions in the City. This analysis is based on an understanding that Vision Zero approaches must be locally tailored and responsive to unique local conditions, agency strengths, opportunities, and challenges. The data provides the foundation for the Vision Zero Policy and informs the action plan by helping to determine the severity of the problem for Mountain View and to gain an understanding of the types and causes of the collisions.

Data Sources and Assumptions

This analysis generally excludes transportation-related fatalities and severe-injury collisions that occurred on the freeways (U.S. 101, SR 85, and SR 237). El Camino Real and Central Expressway are included in the City total because the City provides enforcement, some maintenance activities, and some regulatory authority over parking and land use access along these facilities.

Collisions that occur at railroad crossings with Mountain View streets (Rengstorff Avenue and Castro Street) are not investigated or recorded by the Mountain View Police Department because they fall within the jurisdiction of the San Mateo County Sheriff Transit Police Bureau. As a result, collisions that occur at railroad crossings with local streets are not reflected in the State database for traffic collisions and were added by City staff using data from the San Mateo County Sheriff.

Where fatality rates are compared with national or international averages, freeway-related fatalities are included in order to allow for comparison of equivalent parameters.

Fatal Traffic Collisions in Mountain View

In Mountain View, 28 people were killed in traffic collisions on City streets between January 1, 2006 and December 31, 2016, including two at crossings between City streets

and the railroad (see Table 1). An additional nine people were killed in collisions along freeways in Mountain View during this period.

This total fatality rate of 37 people represents an annual average of 3.3 people, which is equivalent to a rate of 4.4 fatalities per 100,000 people per year.⁴ This rate is substantially lower than the national average, in which the comparable traffic collision-related death rate was 11.6 deaths per 100,000 people in 2016.⁵

Table 1: Traffic-Related Fatalities, Mountain View 2006-2016

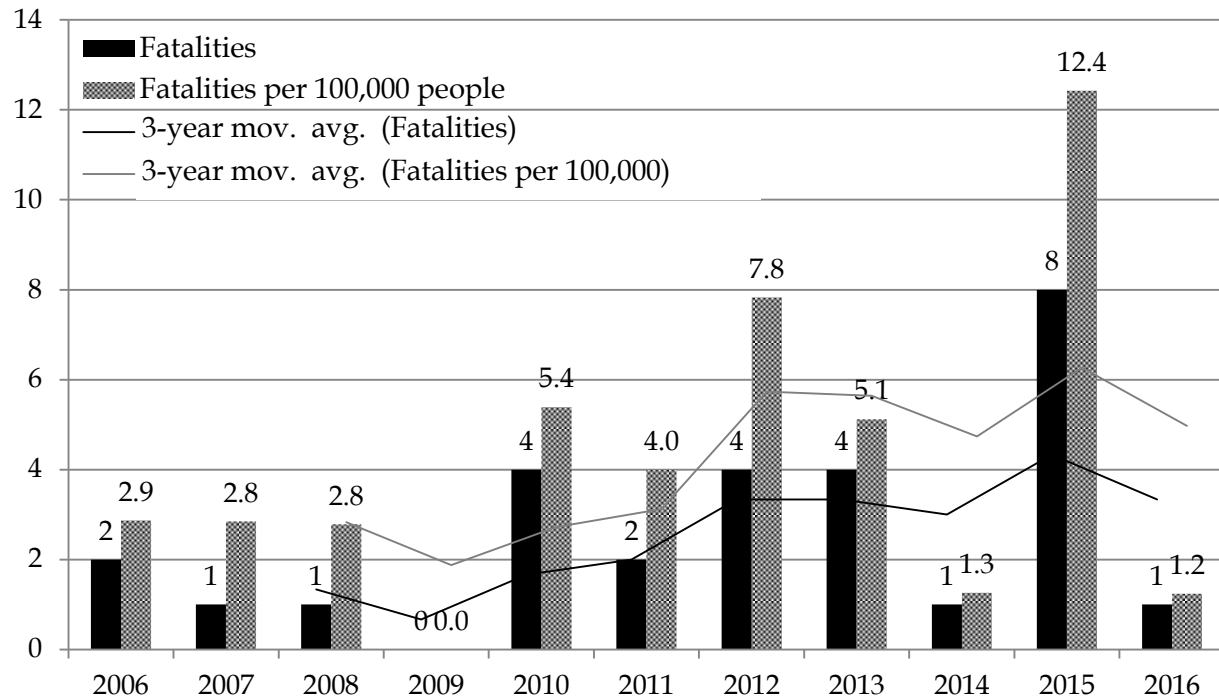
| Collision Location | People Killed in Collisions |
|--|-----------------------------|
| City Streets, El Camino Real, and Central Expressway | 26 |
| Railroad Crossings with City Streets | 2 |
| Freeways: U.S. 101, SR 85, SR 237 | 9 |
| TOTAL | 37 |

Source: TIMS 2018; San Mateo County Sheriff, 2018

⁴ Collision data is from the Transportation Injury Mapping System (TIMS) at UC Berkeley's Safe Transportation Research and Education Center (SafeTREC). TIMS was developed to provide easy access to the California Statewide Integrated Traffic Records System (SWITRS), which collects traffic collision data from agencies across California. SafeTREC geocodes SWITRS data to facilitate mapping of fatal and injury collisions. While local data is more comprehensive, geocoded data from TIMS demonstrates patterns, trends, and location more easily and quickly. <https://tims.berkeley.edu/> retrieved August 2018.

⁵ National Highway Safety Administration 2016 Fatal Traffic Crash Data. Report retrieved September 2018 from <https://www.nhtsa.gov/press-releases/usdot-releases-2016-fatal-traffic-crash-data>.

Figure 1: Traffic Collision Fatalities and Fatalities per 100,000 People, Mountain View 2006-2016 (excluding freeways)



Source: TIMS 2018; San Mateo County Sheriff, 2018

The lower-than-national fatality rate in Mountain View may reflect a variety of factors, including past traffic safety efforts, demographic characteristics, vehicle fleet, and land use and transportation mix. As seen in Figure 1, the three-year average for fatality rates may have a slight upward trend over the past decade; however, the small sample size makes this trend less than statistically significant.

Fatal and Severe-Injury Traffic Collisions in Mountain View

In order to gain an understanding of all serious collisions and provide an opportunity to better understand trends, both fatal and severe-injury collisions need to be considered. These are known as Killed or Seriously Injured (KSI) traffic collisions.

Between 2006 and 2016, 196 people were either killed or seriously injured in 157 KSI traffic collisions along Mountain View streets.⁶ This is equivalent to a rate of 17.8 people killed or seriously injured in traffic collisions on Mountain View streets each year.

⁶ If freeways are included, 253 people were killed or seriously injured in 197 KSI collisions.

As seen in Figure 2, there is no clear trend in the rate of KSI collisions or the number of people killed or seriously injured in these collisions in Mountain View over the past decade.

Figure 2: KSI Traffic Collisions and Number of People Killed or Seriously Injured, Mountain View 2006-2016



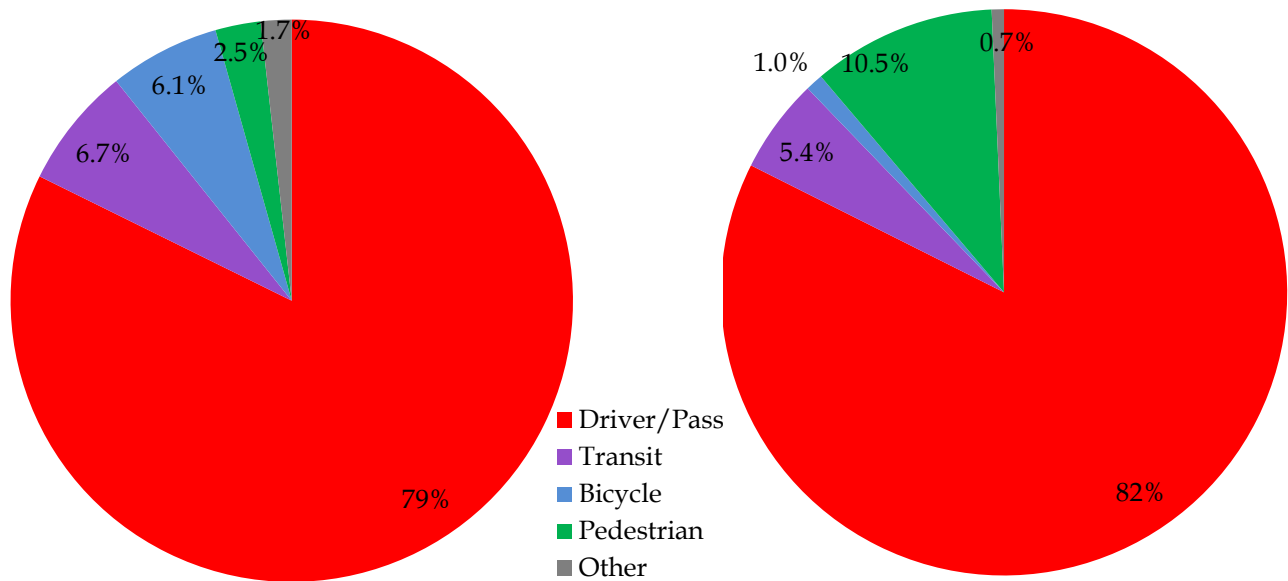
Source: TIMS 2018; San Mateo County Sheriff, 2018

Mode of Transportation

Between 2006 and 2016, the majority of the people killed or seriously injured in traffic collisions in Mountain View are vehicle drivers or passengers (54 percent). However, pedestrians and bicyclists are disproportionately killed or injured in traffic collisions relative to their share of transportation activity. As shown in Figures 3 and 4, while pedestrians and bicyclists constitute about 3 percent and 6 percent of commute trips respectively,⁷ they comprise 46 percent of those who are killed or seriously injured (28 percent and 18 percent, respectively).

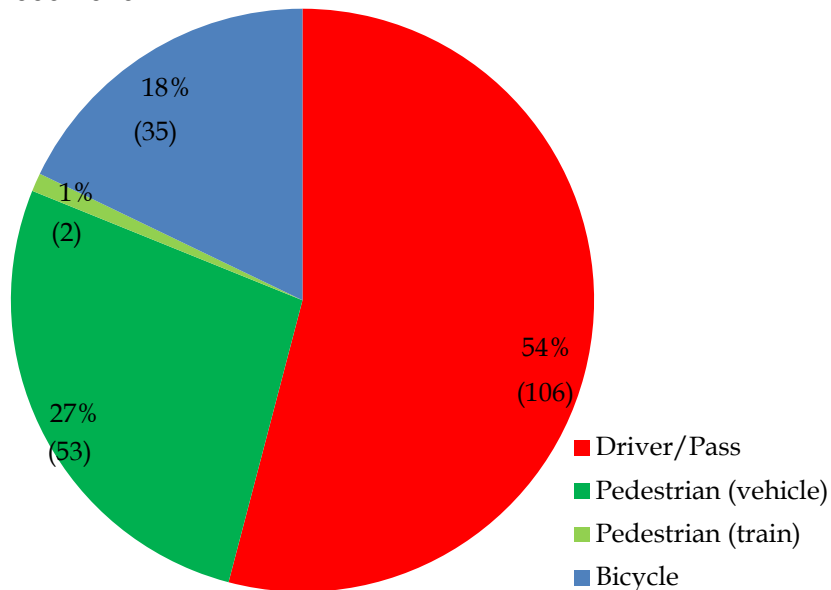
⁷ Adult resident worker commute share is being used as an approximate proxy for total transportation in the City. In Mountain View, children's commute trips have higher rates of walking and biking, and commute trips to or through Mountain View by people who live in other cities have lower rates of walking and biking. National data on mode of transportation for all trips was used to provide a broader perspective on the potential applicability of commute data to all trips.

Figure 3: Mode Share for Commute Trips by Resident Workers over 16, Mountain View, 2012-2016 (left) and All Trips, United States, 2017 (right)



Source: United States Census American Community Survey 2018;⁸ National Household Travel Survey 2017

Figure 4: People Killed or Seriously Injured in Traffic Collisions, Mountain View, 2006-2016

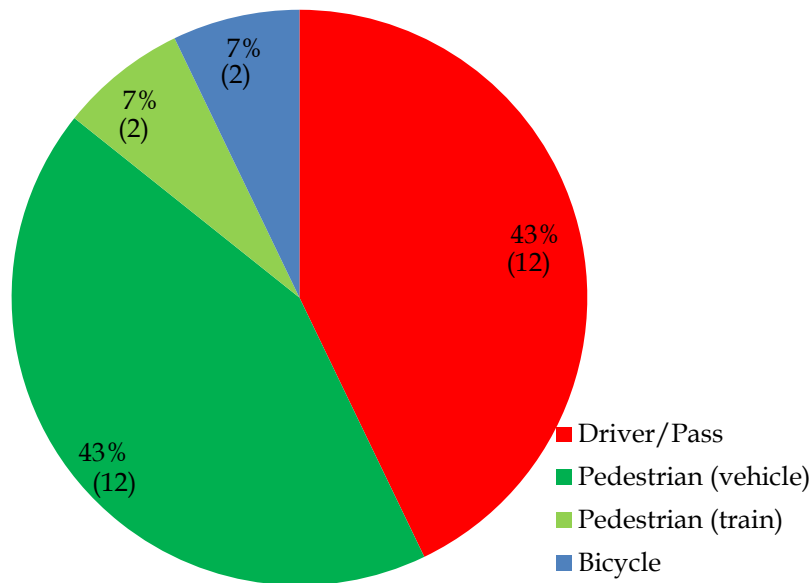


Source: TIMS 2018; San Mateo County Sheriff, 2018

⁸<https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=bkmk>.

This disparity is even more severe for fatalities (Figure 5). Between 2006 and 2016, pedestrians represented only 3 percent of commute mode share, but 50 percent of those killed in traffic collisions in Mountain View. Bicyclists represented an additional 7 percent of those killed in traffic collisions.

Figure 5: People Killed in Traffic Collisions, Mountain View, 2006-2016



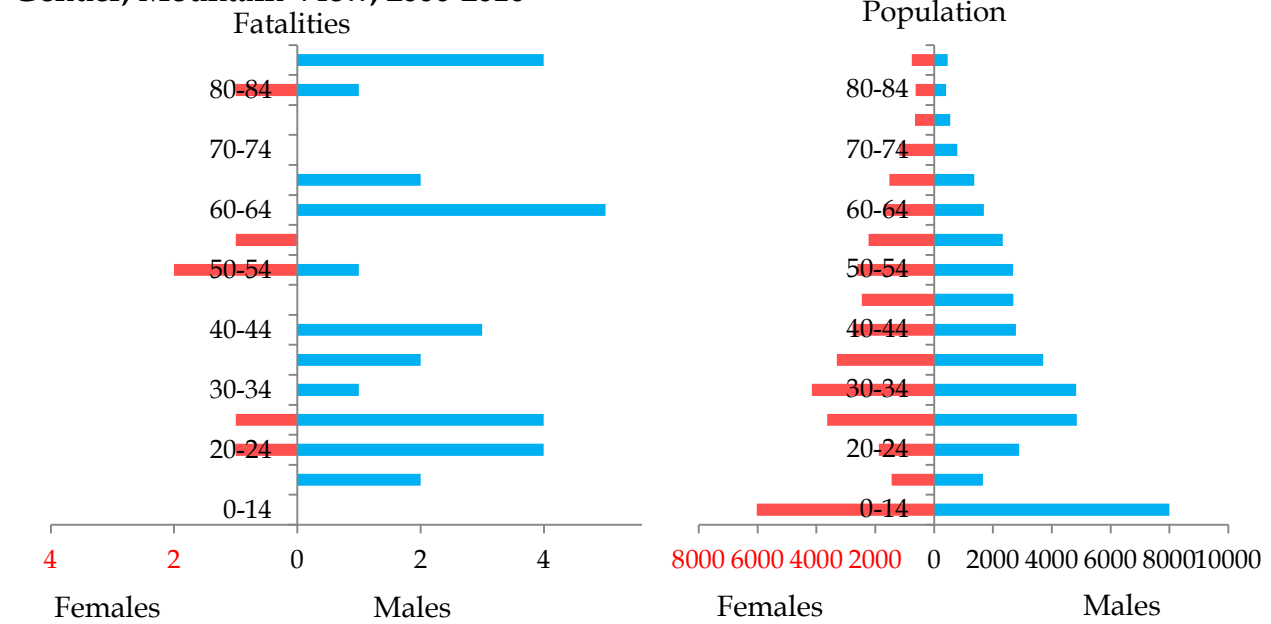
Source: TIMS 2018; San Mateo County Sheriff, 2018

Demographics

Males, young adults, and seniors were over-represented among those killed in traffic collisions. As shown in Figure 6, boys and men represent 83 percent of traffic collision fatalities compared to 53 percent of the total population. Males between the ages of 15 and 29 represent 23 percent of the population, but 34 percent of collision fatalities. Males over the age of 60 represent 13 percent of the population, but 41 percent of collision fatalities.

Due to data limitations, this analysis includes nine traffic fatalities on freeways and excludes the two traffic fatalities at crossings of City streets with the railroad.

Figure 6: People Killed in Traffic Collisions (left) and Residents (right) by Age and Gender, Mountain View, 2006-2016



Source: TIMS 2018

Crash Contributing Factors

As part of this preliminary analysis, staff considered primary contributing factors for collisions in which people were killed or seriously injured. As shown in Figures 7 and 8, the most significant factors include driving or riding under the influence (14 percent of fatalities), failing to yield right-of-way to pedestrians crossing within a crosswalk (14 percent), unsafe speed (11 percent), red light violations (7 percent), improper turning movements (7 percent), and railroad trespass (7 percent).

Figure 7: Primary Collision Factors for KSI Collisions and Fatalities, Mountain View 2006-2016

| Primary Collision Factor | KSIs | Fatalities | Cited Party | CVC code |
|--------------------------------|------------|------------|-----------------------|----------|
| Driving/Riding Under Influence | 19 | 4 | Driver (or bicyclist) | 23152 |
| Pedestrian ROW | 10 | 4 | Driver (or bicyclist) | 21950 |
| Unsafe Speed | 14 | 3 | Driver | 22350 |
| Red Light Violation | 10 | 2 | Driver (or bicyclist) | 21453 |
| Improper Turn | 8 | 2 | Driver (or bicyclist) | 22107 |
| Other than Driver/Pedestrian | 7 | 2 | Other | - |
| Railroad Trespass | 2 | 2 | Pedestrian | CPC 369i |
| Auto ROW | 17 | 1 | Driver (or bicyclist) | 21801 |
| Pedestrian Failure to Yield | 16 | 1 | Pedestrian | 21954 |
| Unsafe Lane Change | 4 | 1 | Driver (or bicyclist) | 21658 |
| Crossing Divider | 18 | 0 | Driver (or bicyclist) | 21651 |
| Dooring | 2 | 0 | Driver | 22517 |
| Unsafe Starting or Backing | 1 | 0 | Driver (or bicyclist) | 22106 |
| Unknown or Not Stated | 29 | 6 | | 0 |
| TOTAL | 157 | 28 | | |

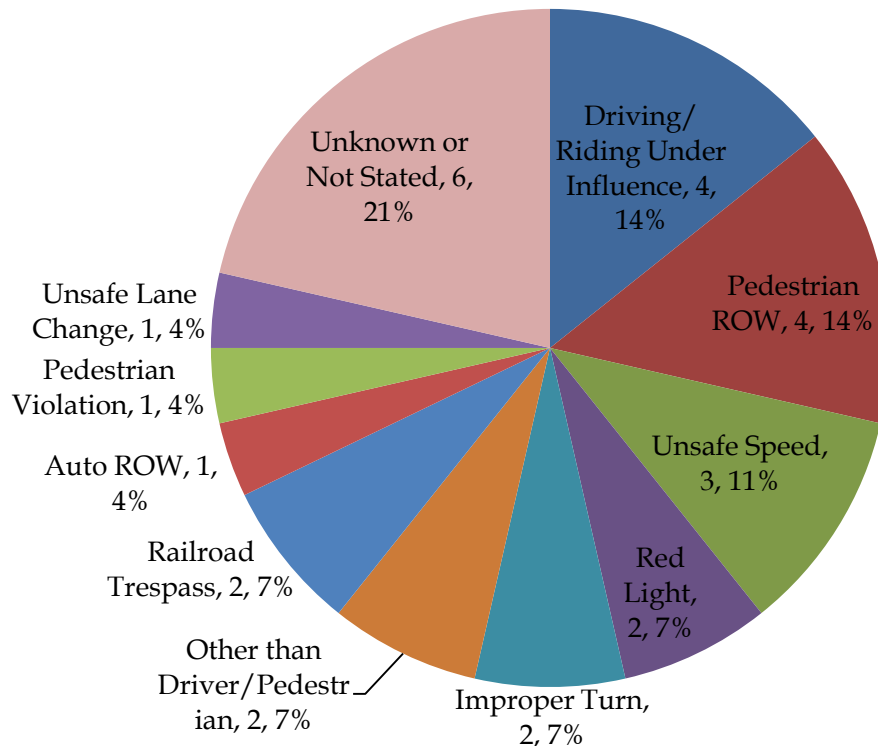
Source: TIMS 2018; San Mateo County Sheriff, 2018

Please note that according to a study by the National Highway Transportation Safety Administration (NHTSA) and Virginia Tech Transportation Institute (VTTI), cited by the California Department of Motor Vehicles, 80 percent of collisions involve some form of distracted driving.⁹ Distracted driving is not currently coded as a primary collision factor in SWITRS and, therefore, does not appear in the above statistics. According to the NHTSA/VTTI study, key actions that cause distracted driving and lead to collisions include using electronic devices, reaching for an object inside the vehicle, looking at an object or event outside of the vehicle, eating or drinking while driving, and applying cosmetics.

⁹ Driver Distractions

https://www.dmv.ca.gov/portal/dmv/?1dmy&urile=wcm:path:/dmv_content_en/dmv/pubs/brochures/fast_facts/ffd128

Figure 8: Primary Collision Factors for Fatal Collisions, Mountain View, 2006-2016



Source: TIMS 2018; San Mateo County Sheriff, 2018

High-Injury Network

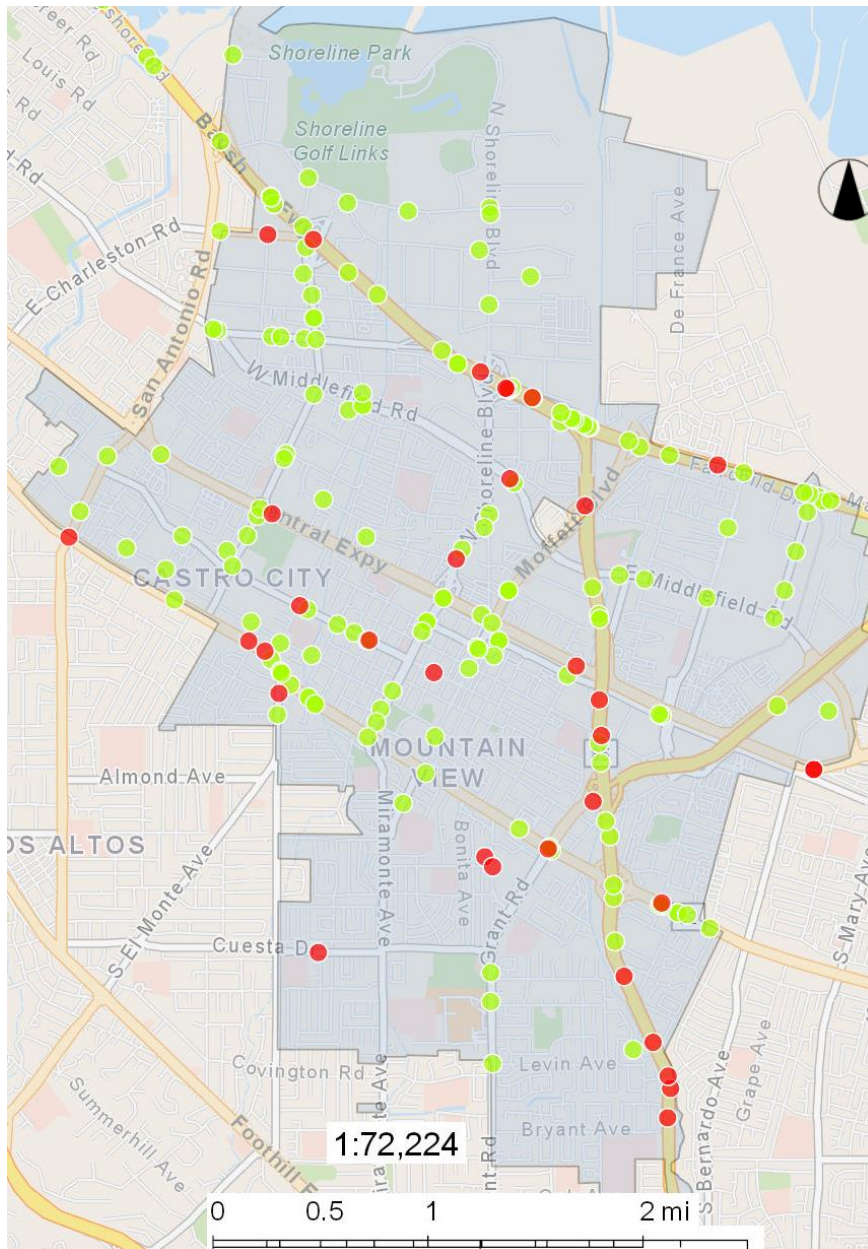
Many cities in the Vision Zero Network note that a disproportionately large number of traffic fatalities have historically occurred on a small number of roads. This set of roads is referred to as the High Injury Network (HIN). Cities typically use information on the HIN to undertake more detailed collision analysis and assist in developing Vision Zero action plans.

In Mountain View, collision data indicates 50 percent of KSI collisions (67 people between 2006 and 2016) occurred on just six corridors in the City. This High-Injury Network can be seen in Figure 9. Mountain View's HIN includes the following corridors:

- El Camino Real
- Central Expressway
- Shoreline Boulevard

- Rengstorff Avenue
- Middlefield Road
- California Street

Figure 9: Fatal Collisions (red), Severe-Injury Collisions (green) in Mountain View, January 1, 2006 through December 31, 2016



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community. Made by: SWITRS GIS Map at TIMS (<https://tims.berkeley.edu>), SafeTREC, UC Berkeley. Copyright © 2018 UC Regents; all rights reserved.

VISION ZERO POLICY IMPLICATIONS AND ACTIONS

The preliminary research findings above help us to understand the scale of the traffic fatality problem in Mountain View relative to other communities. It also helps us to understand where to focus future efforts in terms of the most vulnerable users, key contributing factors, and high-injury locations.

As an initial step, the City of Mountain View will need to consider and adopt a Vision Zero Policy to inform later development of a Vision Zero Action Plan. The Action Plan will build upon existing efforts within the City and identify new opportunities.

Overview of Draft Vision Zero Policy

Attachment 1 provides a proposed Vision Zero Policy for the City of Mountain View. This policy would establish Vision Zero principles, goals, standards, and practices to guide the City in moving toward zero fatal collisions along City streets. The four key principles outlined in the Draft Policy include the following:

- Loss of life from traffic collisions is unacceptable and preventable.
- Humans are inherently vulnerable, and the transportation system should be designed to protect human life.
- Human error is inevitable and unpredictable, and the transportation system should be designed to anticipate error so that the consequence of a collision is not severe injury or death.
- Safe human behaviors, education, and enforcement are essential to a safe system.

The Draft Policy additionally establishes the target of eliminating fatal traffic collisions by 2030 and decreasing severe injury collisions by 50 percent by 2030.

To achieve this vision, the Draft Policy outlines key standards and practices, including:

- Continuous improvement approach that involves evaluation and tracking;
- Development of an action plan that addresses the 7Es;
- Prioritizing collaboration and data-driven strategies;
- Supporting regional, State, and Federal Vision Zero efforts; and
- Interdepartmental collaboration on implementing the Vision Zero Action Plan.

Existing Traffic Safety Efforts in Mountain View

Future efforts associated with Vision Zero will build upon existing City activities that aim to reduce the number and severity of traffic collisions, including:

- Capital projects to plan, design, and deliver protected infrastructure for bicyclists and pedestrians, and coordinating transportation planning efforts with neighboring jurisdictions and regional agencies;
- Traffic enforcement efforts, including regional coordination on traffic enforcement with other police departments in Santa Clara County;
- Coordination meetings between Public Works Traffic Engineering and the Police Department in response to specific fatal collisions, as well as on a quarterly basis to discuss trends, patterns, and opportunities for collaboration;
- Implementation of a Safe Routes to School program providing bicycle and pedestrian education and encouragement;
- Bicycle and pedestrian safety education efforts by Recreation and Parks, which include training volunteers who deliver trail etiquette materials and education about safe riding to the public; and
- Library programs to help residents learn how to repair bicycles.

Early Opportunities

While a more comprehensive list of actions will be developed as part of the Vision Zero Action Plan, a number of potential near-term opportunities can be gleaned from the

above preliminary analysis. These opportunities encompass the 7Es discussed previously and include:

- Building upon existing City activities, forums, and strategies in the development and implementation of an action plan for achieving the Vision Zero goals;
- Undertaking targeted education and enforcement to discourage motorists from driving under the influence of drugs and alcohol, failing to yield to pedestrians at crosswalks, speeding, and distracted driving;
- Providing Vision Zero input to the Comprehensive Modal Plan to help inform the prioritization process used to identify key Citywide corridors and gaps;
- Prioritizing capital improvement projects (CIPs) that address pedestrian safety, bicyclist safety, and motorist speeds along the HIN; and
- Updating the City's Pedestrian Master Plan (PMP), including development of a prioritized project list, as well as a detailed implementation and phasing plan.

NEXT STEPS

Following B/PAC consideration of this item, staff plans to take this information to the City Council for a Study Session on October 23, 2018.

At this meeting, Council will consider the Draft Vision Zero Policy as proposed in Attachment 1. Based on input from Council, staff will amend the Draft Policy and return to Council for policy adoption at a subsequent Council Session.

Following adoption of a Vision Zero Policy, staff would begin work on a Vision Zero Action Plan. The First Year Action Plan could include steps such as:

- Undertaking supplementary analysis on pedestrian safety, bicycle level of stress, collisions by street segment or intersection, and posted and prevailing speeds;
- Conducting agency, stakeholder, and community engagement;
- Presenting findings and recommendations to B/PAC and City Council; and
- Developing and implementing additional actions on a three-year cycle.

NB-RHL-DSC/3/PWK
947-09-26-18M-1

Attachment: 1. Draft City Council Policy on Vision Zero

DRAFT CITY COUNCIL POLICY

SUBJECT: VISION ZERO

NO: X-XX

PURPOSE:

The purpose of this policy is to establish a Vision Zero goal for the City of Mountain View and to set standards to guide the City in its efforts to eliminate fatal and severe injury traffic collisions among all road users, including those walking, bicycling, and driving.

POLICY:

The City of Mountain View bases the Vision Zero Policy on the principles that:

1. Loss of life from traffic collisions in unacceptable and preventable.
2. Humans are inherently vulnerable, and the transportation system should be designed to protect human life.
3. Human error is inevitable and unpredictable, and the transportation system should be designed to anticipate error so that the consequence of a collision is not severe injury or death.
4. Safe human behaviors, education, and enforcement are essential to a safe system.

To this end, it is the policy of the City of Mountain View that the City will:

1. Work to eliminate fatal traffic collisions by 2030;
2. Work to decrease severe injury collisions by 50 percent by 2030;
3. Adopt a continuous improvement approach to reducing fatal and severe injury traffic collisions with established evaluation metrics and tracked outcomes;
4. Adopt an action plan consisting of a variety of appropriate engineering, education, enforcement, encouragement, equity and engagement programs to reduce traffic collisions in the City of Mountain View;
5. Prioritize collaboration and data-based strategies to deliver effective and equitable outcomes;

6. Support regional, state and federal efforts to implement laws, policies and regulations that promote Vision Zero objectives; and,
7. Form an interdepartmental committee of City staff to implement the City's Vision Zero action plan.

Revised: _____, Resolution No. _____

Effective Date: _____, Resolution No. _____

~~CNLPOL~~

~~XX-947CP~~

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE WORK PLAN

Fiscal Year 2018-19
(Adopted by City Council)

| Title and Description | | Key Milestones | Date (per milestone) | Current Status/Notes |
|----------------------------------|--|--|------------------------------|----------------------|
| <i>Ongoing Work Items</i> | | | | |
| A. | Review, prioritize, and recommend bicycle and pedestrian projects for the annual TDA Article 3 funding application cycle. | Preliminary review of potential projects. VTA call for projects announcement. | Fall 2018 Spring 2019 | |
| B. | Provide input into the development and review of comprehensive bicycle/pedestrian facility plans and regulations (e.g., General Plan Mobility Chapter, Precise Plans, City Code revisions, and Zoning Ordinance bicycle parking requirements). | As required/requested. | | |
| C. | Review City roadway system and bikeway/pedestrian facilities for bicycle and pedestrian suitability and make recommendations on improvements. | Ongoing. | Ongoing | |
| D. | Make recommendations on capital improvements to bicycle/pedestrian facilities. | Annual Capital Improvement Program (CIP) development and approval process. | March 2019 | |
| E. | Review private development project applications requiring General Plan, Precise Plan, and/or zoning amendments. | As directed by the City Council. | | |

| Title and Description | Key Milestones | Date (per milestone) | Current Status/Notes |
|--|---|-------------------------|---|
| F. Review public projects to ensure adequate consideration of the needs of bicyclists, pedestrians, and people with disabilities. | As identified by staff. | | |
| G. Promote bicycle and pedestrian safety via the City website and programs. | Ongoing. | Ongoing | |
| H. Coordinate with City departments and advisory bodies, other jurisdictions within Santa Clara County, and transportation-related agencies (e.g., VTA, Caltrans) on pedestrian and bicycling matters. | City representative attend monthly VTA BPAC meeting. | Ongoing | Joint meeting with Los Altos Complete Streets Commission to be held in October 2018. Joint meeting with Sunnyvale BPAC to be scheduled in early 2019. |
| | Attend/participate in Association of Pedestrian and Bicycle Professionals (APBP) webinar events offered through the VTA (subject to B/PAC member availability). | Ongoing | |
| | Explore conducting a joint meeting with one other city B/PAC (e.g., Los Altos, Palo Alto, Sunnyvale). | TBD | |
| | Pursue coordination activities as opportunities are identified. | Ongoing | |

| Title and Description | Key Milestones | Date (per milestone) | Current Status/Notes |
|---|--|-------------------------|---|
| I. Monitor Pedestrian Master Plan (PMP) and Bicycle Transportation Plan (BTP) performance measures, trends, and targets to assess progress in improving the City's pedestrian and bicycle environment. | Receive/review Police Department data on pedestrian/vehicle, bicycle/vehicle, and pedestrian/bicycle collisions. | Quarterly | |
| J. Monitor performance measures, trends, and targets to assess progress in improving the number of students walking or bicycling to school. | Receive final report from Safe Moves for the 2015-2018 Safe Routes to School (STRS) program and provide input for key metrics and goals to be used on the subsequent SRTS program. | November 2018 | Biannual review of program to begin once adopted and consultant selected. |
| K. Promote and participate in events to encourage bicycling and walking (subject to B/PAC members' availability). | Farmers' Market. Arbor Day. Annual Spring Parade. Bike to School Day(s). Bike to Work Day. Thursday Night Live. | Ongoing | Members to participate as available. |
| | 2018 CNC Neighborhood Meetings: | 2019 dates TBD | |

| Title and Description | | Key Milestones | Date (per milestone) | Current Status/Notes |
|--|--|--|--|---|
| | | <ul style="list-style-type: none"> – Mobile Home Parks – Monta Loma/Farley/ Rock Street Area | September 20, 2018 October 25, 2018 | |
| L. | Annual review of Pedestrian Master Plan (PMP) document. | B/PAC agenda item. | March 2019 | |
| <i>Fiscal Year 2018-19 Work Items</i> | | | | |
| M. | Complete review of Article VI of Chapter 19 of the City Code pertaining to bicycling, use of sidewalks, and allowable mobility devices on roadways and sidewalks. | Additional B/PAC and public review. | September 2018 and Winter 2019 | Regulatory framework to Council October 23, 2018. Ordinance slated for adoption 2019. |
| N. | Review proposal/plan for adopting and implementing a Vision Zero Policy/Program. | B/PAC agenda item. | September 2018 | Policy slated for adoption 2018. Program to be developed subsequently. |
| O. | Continue to review plans to develop a regional bike route from Redwood City to Mountain View. | B/PAC agenda item. | | Kickoff event held on September 8, 2018. |

Attachment: 1. Tentative Agenda List

**BICYCLE/PEDESTRIAN ADVISORY COMMITTEE
CALENDAR/TENTATIVE AGENDA LIST**

| | |
|------------|---|
| | July – off |
| 8/29/2018 | Cancelled |
| 9/26/2018 | Municipal Code update, Vision Zero Policy |
| 10/24/2018 | Los Altos Joint Meeting: El Camino Streetscape Plan |
| 11/28/2018 | Safe Moves presentation |
| | December – off |
| 1/30/2019 | Chair/Vice Chair election |
| 2/27/2019 | Pedestrian Master Plan annual review, TDA input |
| 3/27/2019 | |
| 4/24/2019 | |
| | May – off |
| 6/26/2019 | |

Regular standing items:

- Minutes
- VTA BPAC Update
- Work Plan Update

Items to be scheduled:

- Sunnyvale Joint Meeting: Bernardo Avenue Undercrossing
- CIP, Gateway Development, and other special projects/programs as needed

KR/3/PWK
247-09-26-18Item6.3-Att2

September 26, 2018